

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE.

1. Until 1953, modernization of the Hungarian State Railways (MAV) was carried out in accordance with priority programs which were strictly adhered to and put through with ruthless determination. 25X1

2. For the past three years such priority programs, if they exist at all, have been continuously disregarded as a result of lack of essential materials and foreign currencies required for purchasing machinery. To date the availability of materials has been the chief factor determining the carrying out of any particular project - no matter how much importance was initially attached to it; if materials are not available, the project is shelved. Furthermore, the highest planning authorities tolerate this attitude on the grounds that one department cannot be held responsible for the shortcomings of the others.

3. The following are typical examples of recent priority projects which have been held up as a result of lack of materials and other resources.

Modernization of main railway stations

4. Some years ago the modernization of the main railway stations was declared a first priority. This entailed the installation of automatic points and automatic rail safety brakes. 25X1

Another order was then placed, the brakes being intended for the completion of Kelenföld and Ferencváros stations, and it was arranged that the production of the brakes should be begun as soon as the Hungarians had opened a letter of credit. 25X1

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Production of ferro-concrete sleepers

6. Some months ago the production of ferro-concrete railroad ties was a priority project and the allocation of the necessary supplies of cement was arranged. However the cement has not been forthcoming as it is now required for military purposes. In consequence the production of such ties is almost at a stand-still.
7. MAV has forbidden the use of any concrete ties on the Satoraljaújhely-Miskolc and Záhony-Nyíregyháza-Debrecen main lines. This is because of the need for preparedness to convert these lines to broad gauge at short notice without relaying the ties. As long as wooden ties of sufficient length are used, new holes can be bored in them to take the new bolts. With concrete ties, of course, such holes have to be cast from the start. It is not possible to use concrete ties with extra holes cast for this eventuality as it has been found that the empty holes fill with water which freezes and expands in winter, damaging the tie.

Installation of signalling equipment

8. While the telephone factory is capable of producing the required equipment, its installation lags behind. At the beginning of 1955, 26 sets of station safety appliances per month were ordered by the signalling department of MAV. However, installation work had come to a stand-still and even if things go well it will be 12 months before the sets already supplied have been installed at the stations.

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